The China Mail.

ESTABLISHED 1845.

No. 11,673. 號九月八年百九十一英 HONGKONG, THURSDAY, AUGUST 9, 1900. 日五十月七年子庚 PRICE, $2.50 Per Month.

ADVERTISE!

The Best Medium for Advertising in the Colony is THE 'CHINA MAIL.'

THE POPULAR and LEADING PAPER.

PRINTING

OF EVERY DESCRIPTION

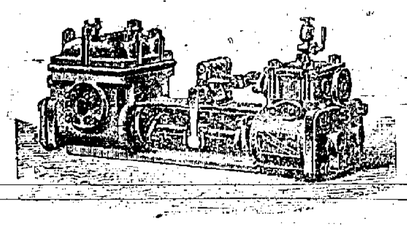
Promptly, Neatly, & Cheaply Executed AT THE 'China Mail Office',

5 WYNDHAM STREET.

Business Notices.

W. S. BAILEY & CO.,

Engineers and General Merchants.



A Large Stock of Pumps, Forges, Telegraphs, Asbestos Packings and Deck and Engine Room Stores of all kinds ready for instant delivery.

THIS SPACE RESERVED FOR W. S. BAILEY & CO.
ENGINEERING AND SHIPBUILDING WORKS.

THE

Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.

HOTEL CRAIGIEBURN

DUNKETS' GAP, THE PEAK,

near the TRAM TERMINUS. TELEPHONE 746

For Terms,

Apply to the MANAGER. 741

桑 CHEE WING. 致

28 & 29, LEE YUEN STREET (WEST),
HONGKONG.

DEALER IN

All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.,

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, May 29, 1900. 1227

SANITARY BOARD

OWNERS of HOUSES Situated in the Eastern Division of the City of Victoria, and in the Eastern Division of Kowloon who have not had their Premises Linewashed and Cleansed in accordance with Law, are reminded that the period during which the work should be finished ends on the 31st day of August, 1900, and the Sanitary Board being convinced of Cleanliness in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the abovenamed Date.

The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that Part of the Kowloon Peninsula to the East of Robinson Road, and includes Hung Hom and Part of Tsim Sha Tsui.

By Order,
G. A. WOODCOCK,
Acting Secretary.

Hongkong, August 1, 1900. 1658

'KIRIN.'

A Delicate Lager.

THE CELEBRATED BEER OF JAPAN.

QUARTS, $2.00 per dozen.
PINTS, $1.75 do.

W. HUTTON POTTS,
22 Sole Agent for Hongkong.

FRESH AUSTRALIAN ROLL BUTTER.
FRESH AUSTRALIAN CREAMERY CHEESE.
ALSO:
ATKINSON'S PERFUMES,
H. RUTTONJEE,
Pil. D'Aguilar Street,
21 and 22, Elgin Road, Kowloon.
Hongkong, July 21, 1900. 1679

METZLER - - -

HIGH CLASS ENGLISH PIANOS.

$450, Payable in one year. Tuning Free.
Net Cash $400.

The Robinson Piano Co., Ltd.

Absolutely Guaranteed.

NOTICE.

WE have This Day Established Ourselves in BUSINESS under the FIRM Name of
SPOONER & WILSON,
as GENERAL PASSENGER BROKERS and COMMISSION AGENTS.
J. J. SPOONER,
H. WILSON.

Address:
Koon Sun Hong,
34, Wing On Lane,
1531 Hongkong.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of August Next, at Noon, for the purpose of Receiving the Report of the Court of Directors, together with a Statement of Accounts to the 30th June, 1900.

By Order of the Court of Directors,
H. M. BEVIS,
Acting Chief Manager.

Hongkong, July 25, 1900. 1610

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 4th, to the 18th day of August next (both days inclusive), during which Period NO TRANSFER of SHARES can be Registered.

By Order of the Court of Directors,
H. M. BEVIS,
Acting Chief Manager.

Hongkong, July 25, 1900. 1611

FOR IMMEDIATE SALE.

A POWERFUL TWIN-SCREW RIVER STEAMER, very suitably fitted to carry large number of Passengers and Cargo.

For Particulars, apply to
BANKER & Co.

Hongkong, July 31, 1900. 1648

KANG ON,
CONTRACTOR,
30, D'AGUILAR STREET, HONGKONG.

CONTRACTS for Local and Coast Port BUILDINGS of all descriptions, Supplying TIMBER, BRICKS, GRANITE, and all BUILDING MATERIALS at very MODERATE PRICES, and undertakes the engagement of CARPENTERS, SMITHS and MASONS.

Hongkong, August 12, 1899. 1822

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned Fine OLD HIGHLAND WHISKY is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.

Hongkong, March 1, 1899 631

三字經
千字文

1.—THE TRI-METRICAL CLASSIC.

2.—THE THOUSAND WORDS POEM, Translated from the Chinese by E. J. EITEL, Ph.D.

To be had—Price 30 Cents the set—from the 'CHINA MAIL' Office, 5 Wyndham Street.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN Accordance with the provisions of No. 121 of the Articles of Association, the General Agents have This Day declared an INTERIM DIVIDEND of 2½ per cent. for the Half-year ending 30th June, 1900, on the Paid-up Capital.

Dividend Warrants payable on SATURDAY, the 18th August, will be issued to Shareholders on Application.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 18th Inst., both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, August 2, 1900. 1656

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 8 Per Cent. or $1.20 per SHARE, Declared at the Ordinary Half-Yearly Meeting of Shareholders, held This Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after WEDNESDAY, the 8th August, 1900.

Shareholders are requested to apply to the Office of the Company for WARRANTS.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, August 7, 1900. 1690

WANTED.

BY a YOUNG GERMAN LADY, a Position as GOVERNESS, to Young Children.

Apply to
'G. H.,'
Care of 'CHINA MAIL' Office.

Hongkong, August 4, 1900. 1670

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 20th August, at 12 o'clock (Noon), for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors,
THOS. J. ROSE,
Secretary.

Hongkong, July 27, 1900. 1629

KANG LEE & Co.

Jewellers, Gold and Silver Smiths, Watch-makers,

DEALERS IN
SILK and IVORY WARE, CHINESE and JAPANESE CURIOS,
Etc., Etc., Etc.

An exceptionally fine Stock of the latest Goods always on Hand.

PRICES VERY MODERATE.

A trial is respectfully solicited.

36, QUEEN'S ROAD CENTRAL,
(*Formerly occupied by the Hongkong Club*).

Hongkong, January 1, 1900. 3

APIOL & STEEL PILLS for Ladies.

A Remedy for all Irregularities.

Superseding Bitter Apple, Pennyroyal, Pil Cochia, &c. Sold by

A. S. WATSON & CO., LTD., HONGKONG.
Proprietors:
MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

E73

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4, PRAYA CENTRAL
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.

BELL'S ASBESTOS.

BRADLEY & Co., *Managers.*
JOHN BROWNHILL, *Superintendent.*

1027

LANE, CRAWFORD & Co.

THE CELEBRATED

"GEM" ICE CREAM FREEZERS.

ICE CHESTS,
ICE SHAVES,
ICE PICKS,

AND OTHER SEASONABLE GOODS. 718

G. H. MUMM & CO.'S

EXTRA DRY **CHAMPAGNE,**

Agents: SHEWAN, TOMES & Co.,

For Hongkong, Shanghai and Japan.

472

THE

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY-FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
BEST QUALITY LIQUORS & PROVISIONS.

2196

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.

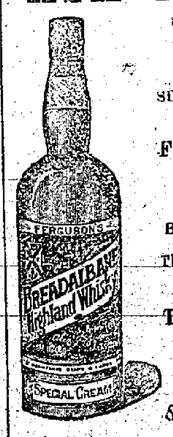
FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland, devoid absolutely of all deleterious matter.

THE CRÈME DE LA CRÈME OF WHISKIES.
PURE AND MILD.



Sole Importers,
F. BLACKHEAD & Co.

23

MANILA CIGARS,

ALWAYS ON HAND THE BEST MARKS FROM 'LA INSULAR' AND 'LA PERLA DE ORIENTE' FACTORIES.

J. M. DE ZUNIGA,
No. 9, Queen's Road Central,
Entrance by Ice House Street, (New Victoria Hotel.

2716

THE PHARMACY,

10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully dispensed by a qualified CHEMIST. Special attention to FRENCH and Other FOREIGN FORMULÆ.

SOMERVILLE'S 'EXPORT AND 'GLENDOUR' WHISKIES.
PORTSOY HIGHLAND WHISKEY (PURE MALT).
MANILA CIGARS.

Manager, RICHARD FLINT.

1882

PROFESSIONAL NOTICE.

DENTON E. PETERSON,
DOCTOR OF DENTAL SURGERY,
10, DES VŒUX ROAD, CENTRAL.

DR. PETERSON wishes to announce that he has RESUMED his DENTAL PRACTICE in South China and may be consulted at his New Office—
10, DES VŒUX ROAD CENTRAL, 1ST FLOOR.
Hours 10 A.M. to Noon, 2 to 5 P.M.

Hongkong, July 28, 1900. 1633

FRENCH LADY desires PUPILS for the ENGLISH and FRENCH LANGUAGES. For Terms and References, apply to
M. N.,
P. O. B. 48.

Hongkong, July 21, 1900. 1574

CLERK & INTERPRETER WANTED, able to Write and Translate Chinese and English. Apply, by letter, stating experience and terms, to care of 'Q.,' KELLY & WALSH, LIMITED.

Hongkong, August 9, 1900. 1687

Business Notices.

THE SUMMER HAS COME
AND SO HAVE

Watkins' Aerated Waters,

But the latter have come to stay.

OUR
SODA, POTASH, TONIC, RASPBERRYADE,
SARSAPARILLA, LEMON-SQUASH, SELTZER, LITHIA,
SANTHARIS, LEMONADE, BELFAST GINGER-ALE,
ZOEDONE, AND GINGER BEER,

are second to none. Our machinery being of the very newest design we are enabled to turn out the best article.

Watkins Limited.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net $5.00 per cask, ex Factory.
In bags of 250 lbs net $3.00 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL AGENTS. 2635

MUSICAL DEPARTMENT.

SELECTED LIST OF PIANOS SPECIALLY BUILT FOR THE CLIMATE.

PATENT PORTABLE PIANO	$250	BOUDOIR MODEL BY BROADWOOD	$1500
CHALLENGE MODEL BY CHALLEN	$400	STUTTGART MODEL BY DOMER	$350
COTTAGE MODEL BY CHALLEN	$450	SHORT GRAND MODEL BY DOMER	$1250
OXFORD " CHALLEN	$ 0[illegible]		
COLONIAL " COLLARD, $1160 &	$1250		
CHIPPENDAL MODEL BY BROADWOOD	$650		

SECOND HAND PIANOS FROM $100.

1662 LANE, CRAWFORD & CO.

THE

VICTORIA DISPENSARY.

Prickly Heat Lotion.

The only Effectual Remedy for Allaying Irritation.

CHAS. HEIDSIECK'S - -

CHAMPAGNES:

WHITE SEAL (1893 VINTAGE).
PER CASE OF 1 DOZEN QUARTS, $38.00; 2 DOZEN PINTS, $40.00.

CACHET IMPÉRIAL (Extra Dry; Gout Americain).
PER CASE OF 1 DOZEN QUARTS, $42.50; 2 DOZEN PINTS, $44.50.

'NE PLUS ULTRA' (Finest Extra Dry Quality).
Same as Shipped to England.
PER CASE OF 1 DOZEN QUARTS, $44.00; 2 DOZEN PINTS, $46.00

SPECIAL PRICES FOR QUANTITIES.

All the leading newspapers of Great Britain speak in high praise of the above Wines, which were presented in large quantities by the growers to the HOSPITAL SHIPS in South Africa.

SIEMSSEN & Co.,
SOLE AGENTS FOR CHINA AND JAPAN.

BLATZ

THE STAR MILWAUKEE BEER.

PER CASK OF 10 DOZEN PINTS $25.00

TRADE MARK.
和 源
Hong Name
YUEN WO
TELEPHONE No. 135. 259

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.

W. POWELL & Co.

SAILOR HATS!
SAILOR HATS!!
SAILOR HATS!!!

Hongkong, July 18, 1900. 1561

CANADIAN CLUB WHISKY.

HIRAM WALKER & SONS, LIMITED.

ESTD 1858 — PROOF & TRADE MARK

The most popular **RYE WHISKY** in the Far East.

SOLE AGENTS,
CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants,
Telephone 75.
15, QUEEN'S ROAD.

MEMOS. FOR TO-MORROW.

Shipping.

5 p.m.—*Yuensang* leaves for Manila.

Meeting.

2.45 p.m.—Auction of Household Furniture, at No. 1 and 2, Knutsford Terrace, Kowloon.

Miscellaneous.

Goods per *Aglaia*, undelivered after this date subject to rent.

General Memoranda.

MONDAY, August 13:—
9 a.m.—Victoria English School re-opens.
3 p.m.—Auction of Crown Land situated at Mong Kok Tsui.
Goods per *Kawachi Maru* not cleared after this date subject to rent.

WEDNESDAY, August 15:—
Goods per *Prinz Heinrich* undelivered after this date subject to rent.
Goods per *Shanghai* not cleared at 4 p.m. subject to rent.

SATURDAY, August 18:—
Noon.—Meeting of Shareholders of the Hongkong and Shanghai Banking Corporation, at the City Hall.
Dividend Warrants of the China Sugar Refining Co., Ltd., payable.

MONDAY, August 20:—
Noon.—Meeting of Shareholders of the Hongkong and Whampoa Dock Co., Ltd., at the Co.'s Offices, Queen's Buildings, Connaught Road.

Opium Quotations.

HONGKONG, Aug. 9, 1900.

New Patna, cash,	937½
Old Patna, cash,	1040
New Benares, cash,	937½/940
Old Benares, cash,	—
New Malwa, credit,	860
Allowance, Taels,	12/16
Last Year,	870/880
Allowance Taels.	12/16
Old Malwa credit,	900/940
Allowance, Taels,	8/16
Persian, Oily, cash,	—
Allowance, Taels,	—
Persian, Paper tibd long,	—
Allowance, Taels,	—

Exchange.

HONGKONG, August 9, 1900.

On London—	
Bank, Wire,	2/0½
,, On demand,	2/0¼
,, 30 days' sight,	2/0¼
,, 4 months' sight,	2/0⅛
Credits, 4 ,,	2/0⅛
Documentary, 4 months' sight,	2/0⅛
On Paris—	
On demand,	2.55
Credits, 4 months' sight,	2.58½
On Berlin—Demand,	2.00½
On New York—	
On demand,	49
Credits, 60 days' sight,	50
On Bombay—	
Wire,	151½
On demand,	151½
On Calcutta—	
Wire,	151½
On demand,	151½
On Singapore—	
On demand,	¼% pm.
On Manila—	
On demand,	2½% pm.
On Shanghai—	
On demand,	71½
30 days' sight, (private paper)	72½
On Yokohama—	
On demand,	1½% pm.
Gold Leaf, 100 fine, (per tael)	$52.25
Sovereigns (Bank's buying rate)	$ 9.83
Silver (per oz.)	38d.

Vol. XXIV. No. 6.

'CHINA REVIEW'

IS

NOW READY.

A. S. WATSON & CO.,

LIMITED,

IMPORTERS OF HIGH-CLASS

BRANDIES.

A — Hennessy's Old Pale, Red Capsule ... $18.00

B — Superior Very Old Cognac, Red Capsule ... 21.00

C — Very Old Liqueur Cognac ... 24.00

V. O. — D—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule 36.00

V. V. O.—E—Finest Very Old Liqueur Cognac, 1862 Vintage ... 48.00

All our Brandy is guaranteed to be PURE COGNAC, the difference in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED.

1607

The publication of this issue commenced at 4.50 p.m.

The China Mail.

HONGKONG, THURSDAY, AUGUST 9, 1900.

THE problem of China has now assumed a magnitude greater in some respects than the darkest days of the Tai Ping rebellion. The situation then, though most grave, was less serious, for the position of the dynasty was well understood. If they could give but little material support to Gordon and his associates, there was never any doubt as to the direction in which their sympathies lay. To say that the 'Powers that be' at Peking have aided and abetted the Boxers, is a statement based on so many facts that to attempt any proof at this stage would be a mere waste of words. It is firmly believed by many Chinese that the alleged fighting between the rebels and the Imperial troops is nothing more than a disagreement among the Boxers themselves. It is not at all likely that the Allies will rely on the co-operation and help of the Imperialists in their advance on the capital and subsequent operations, for like the ancient Britons they will sink their individual differences and unite against the common foe. Issues of immense importance hang on the complete success of the force now on its way to the relief of Peking. If they are fortunate enough to meet the main body of the enemy and completely defeat them, the moral effect will be most excellent, and a comparatively speedy ending of the present troubles may be the happy result. To gain the capital and suppress the rebellion would at least immediately gain the outward adhesion of the mandarinate of China. Like the 'Vicar of Bray' they are prepared to acknowledge whoever is strong enough to seize and hold the power of the country. Who will blame them if they do not as a body, much less as individuals, commit themselves? It is to be feared that any temporary success of the Boxers could only have one result, and that the inflaming of the whole country. The extreme uncertainty that is felt on all sides as to the state of things in and around Peking makes even men who have had much experience in China exceedingly reticent in expressing anything like confident opinions with regard to the near future of the country, not to mention the gigantic problems with which the Allies will be confronted just as soon as order has been restored. It is possible now, as at any time, to indulge in speculations which time will show to have been more or less shrewd, but guesses they must be at the best, for the data is altogether insufficient to lead to anything like a satisfactory conclusion. Two results which cannot but exercise a large influence on the final settlement have been brought about by recent events. A little more than a year ago so profound was the ignorance or indifference of European nations to the actual state of things in China, that they mapped out the whole Empire into spheres of influence, and after endless bickering and jealousy each got a share in the Railway concessions. These rights were extorted from the Tsung Li Yamen, and once gained no one seemed to anticipate the slightest difficulty likely to spring up afterwards. The model for this scramble was Africa, whose unexploited lands were divided among several European countries just before the question of Chinese railways and spheres of influence arose. We have heard of no trouble in Africa in consequence of these divisions, nor are we likely to for there is but little if any cohesion and connection between the countries and tribes affected. Now it is freely admitted that it was an insane thing to assume that China could be treated like Africa. The west has learned this lesson—let us hope once for all.

The second point is, we fear, not quite as clear. Has Great Britain at last wakened up to the stupendous fact that she cannot afford to treat the China question any longer with a weak hand? Incalculable damage has been wrought to British prestige in the Far East by this *laissez-de-faire* policy. It is not too much to say that if England had shewn herself as determined five years ago as she is to-day the present crisis might have been avoided. The benevolent intention of the Foreign Office and the fear that if they insisted on the carrying out of the sacred regulations of the Treaties that the very existence of China would thereby have been endangered, has much to account for. The effect on China has been the very opposite of what was intended. Surely statesmen familiar with oriental ideas ought to have known that benevolence is to the mind of the oriental only a synonym for weakness. 'Great Britain is nowhere now. These words were spoken in the Imperial Palace and the Empress Dowager was not slow to act on them. The story of her setting aside the Emperor and the setting up of a mere boy, nine years of age, as his successor, when she could easily have found an adult member of the Emperor Tung Chi's household, revealed her dark designs. This was done at the beginning of the current Chinese year, and when the historian comes to tell all that she has done during the last six-months it will form one of the blackest and saddest stories on the page of history! Said a Chinese patriot, writing to a British paper, 'It was you who enlightened us, and helped us on our way. And now in the time of our peril, will you stand aside and calmly see us die! If Great Britain would but utter one word of protest, it might avert much.' That word was not spoken then and is only now, after many months have elapsed, being slowly articulated. For once there is no mistaking that England is really in earnest and determined to crush those base usurpers who have so long wickedly and cruelly used their position and power to destroy all who dared to differ from them. The Empress-Dowager has lived long enough to rue the treachery which resulted in the shutting up of so many Foreigners in Pekin and the attacks on the Legations of which we know but little yet. When the time comes to weigh and consider the things which brought not only Great Britain but also all the other Powers concerned to a better understanding of the task which lies before them, and their subsequent united action, perhaps it will be found that it was the slaughter or reported slaughter of their Ministers that had this happy effect. The price paid is great, but if it prove to be a very large contribution towards the political redemption of an Empire perhaps those who have suffered would not have shirked from the sacrifice they were called upon to make, if they could have foreseen all the benefit that was going to arise therefrom.

Editorial Comment.

THE MARCH ON PEKING.

—We greatly fear the Peking relief force will not be able for the present to continue its march on the Chinese capital, for two reasons. One reason is that the roads have been made impassable by the heavy rains, and the other reason seems now to be that the Chinese troops and *I Ho Chuan* are threatening a fresh attack upon Tientsin. It would appear that the Russians had substantial reasons for objecting to make a forced march on Peking at the present time. A reverse to the Allied forces would be a calamity, as it would lead hosts of natives to believe all sorts of silly things regarding themselves and our forces. And if the roads are against us, together with the intense heat which prevails, and also the possibility of our communications being threatened, discretion might in this case be the better part of valour. It is perfectly manifest that we have to deal in this disturbance with troops or insurgents who know how to fight far better than they did six years ago, in the Japan-Chinese war. The weapons of precision come in now (especially the artillery) in a way which proves the strides made during the last few years in discipline and in the handling of arms by the Chinese brave. The list of casualties which we publish in to-day's telegram proves that the fight at Peitsang was no child's play; and we fancy the leaders of the Peking Field force will decide to wait for better roads and safer communications before resuming the march. The last march on Peking, under Sir Hope Grant, was begun on 9th September, 1860, and even then the heavy rains impeded the advance very materially. It is to be regretted that this delay may prevent any communication from the band of Foreigners beleagured in Peking; for even yet the greatest mystery hangs over the position of the Legation refugees. Absolutely nothing authoritative has leaked out for five or six weeks, as the Chinese Anti-foreign officials seem to still hold the supreme power at Peking, and that power is not likely to be exercised in favour of mercy or leniency. Still, as we have hoped for so long—hoping against hope—it is not even yet permissible to cease hoping for the best. However, it is unlikely the Peking Relief force can effect its punitive purpose for say two months from now.

Shipbuilding at Port Aathur.

The *Japan Gazette* is informed that shipbuilding yards, chiefly intended for the construction of torpedo boats and the putting together of torpedo boats sent dismantled from Russia, are shortly to be erected at Port Arthur. The component parts of 10 torpedo boats will be forwarded to Port Arthur by the next Russian Volunteer vessel from Odessa.

Cheap Foreign Matches.

One of the family circle was reading out extracts from the newspaper. One of the selected bits was an announcement that Vesuvius had caused yet another fatal accident. 'Whatever you do, children,' said the materfamilias, 'mind you use English safety matches. These cheap foreign things are always setting fire to something or other.'

Distinguished Travellers in China.

Some anxiety is felt as to the fate of Mr Jeremiah Curtin, the great folklorist and linguist, who, with his gifted wife, were expected to arrive in the north of China, *via* Moscow and the Siberian railway, some time during July. Mr Curtin, who had been for several weeks in Warsaw, where he was busy in finishing the English translation of M. Henryk Sienkiewicz's great novel 'The Knights of the Cross,' had proposed to spend some time in studying the ways of John Chinaman at home before proceeding *via* Japan to America. It is to be hoped that Mr and Mrs Curtin received warning of the rising in time to allow them to retrace their steps before they reached any dangerous point in their journey.

Storms' fine Perfumes are fragrant delicate and lasting.

Czarina Violettes

is deservedly the most popular of all violet scents—faithfully represents the true odour, and has an unequalled excellence. Wholesale and Retail from A. S. Watson & Co., Ltd., Hongkong.

LOCAL AND GENERAL.

The return of plague cases up to noon on the 9th August showed that 2 fresh cases and 3 deaths occurred during the preceding 24 hours.

Breach of P. O. Ordinance.

Sergeant Terrett arrested a Chinaman as he stepped off the Canton boat yesterday. This individual had in his possession seven letters addressed to people in Hongkong, which had not passed through the Post Office. He was brought before Mr Hazeland and a fine of $100 with the alternative of two months' imprisonment was imposed.

Property Sale.

Yesterday afternoon Messrs Hughes & Hough offered for sale by auction one five-roomed bungalow and four semi-detached houses situate on the remaining portion of Inland Lot No. 706 and known as Elliott Crescent, Robinson Road. The property is held from the Crown for the residue of a term of 999 years and the proportion of Crown rent is $74.60 per annum. The bungalow was sold to Mr Fung Wa Chuen for $23,900; No. 1, Elliott Crescent, to Mr Figueiredo for $18,500; No. 2 Elliott Crescent, to Mr Schoneemann for $17,700; No. 3, Elliott Crescent, to Mr Bolles for $17,600; and No. 4, Elliott Crescent, to Captain Goddard for $18,400. The total amount realised was $96,100.

Arms Cases.

Every other day or two the police make important seizures of arms, and it behoves the authorities, in view of the troubled state of the country to deal as severely as the law will permit with culprits of this kind. Mr Hazeland, the Police Magistrate, fully realises this, as a Chinaman named Li Sing Kok knows to his cost. An Indian Constable arrested this individual yesterday, coming off the Canton boat with a couple of swords in his possession. Prisoner was fined $100. Chan Li, the master of the steam launch *Kong Sui*, was fined $25 for having 4 revolvers and two swords in excess of the number allowed him.

'The Paris Salon.'

The Paris Salon of 1900 is a delightful publication from the office of T. Fisher Unwin. The work is to be completed in four parts, and having seen the first half of the volume we have nothing but unqualified praise to offer in regard to the choice of pictures for reproduction, the number of works included and the general excellence in the get-up of the publication. Each part contains twenty-four illustrations of the masterpieces of Parisian artists at this year's exhibition, with letterpress descriptions. Needless to say with such a fine collection to choose from, there is a large variety in the subjects depicted. Lovers of the artistic will appreciate the enterprise of T. Fisher Unwin in furnishing this reflex of the great exhibition of French treasure at a very nominal price.

A Costly Cycle Lesson.

On the night of the 7th a Chinaman was arrested by Lance Sergeant Noble for riding a bicycle, minus a light. It appeared that a number of Chinamen, including the one in question, were practising this sort of self propelling round the roadways in the vicinity of the Queen's Statue. The Sergeant appeared on the scene and all of them bolted, but as prisoner was only a learner the Sergeant had no difficulty in nabbing him. At the Magistracy this morning prisoner was represented by Mr Thomson, solicitor. Mr Thomson said that the prisoner's lamp had been lighted but the flame had gone out. There was no danger to the public as the thoroughfares here were not the same as Queen's Road. The Magistrate (Mr Hazeland) said it was a dangerous practice. He imposed a fine of $10, with the option of imprisonment for a month.

[REUTER'S SERVICE.]

THE BOER WAR.

Raiding parties infest the Kroonstad district and a fresh unsuccessful attempt has been made to dynamite the railway. Trains have ceased running.

VESSELS AT THE DOCKS:—At *Kowloon*.—U.S.S. Monterey, Argus, Tsinan, Tartar, U. S. S. Iris.

Cosmopolitan.—Chowfa.

Aberdeen.—(None).

WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 9th at 11.55 a. The barometer has risen in Japan and is little changed elsewhere. Pressure is highest in the Pacific to the S of Japan, and lowest over N. China. Gradients slight for S and SE winds on the China coast. Forecast:—light SE winds; fine.

Most drugs have active medicinal principles which are employed in medicine, instead of the bulky, crude drug. Cod Liver Oil is no exception to the rule: *Its* active principles are separated from the worthless portion and given in

Stearns' Wine of Cod Liver Oil

instead of being taken in the unpleasant tasting oil or its Emulsion. Wholesale and Retail from A. S. Watson & Co., Ltd.

TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

THE POWERS AND CHINA.

THE ADVANCE ON PEKING.

The Battle of Peitsang.

CASUALTIES OF THE ALLIES.

(*From Our Own Correspondent.*)

SHANGHAI, August 8, 7.19 p.m.

In the attack and capture of Peitsang on August 5, the losses sustained by the Allies were as follows:—

British, 120 killed and wounded.
Russians, 600 killed and wounded.
Japanese, 400 killed and wounded.

TIENTSIN TO BE REATTACKED.

Reported Destruction of Newchwang City.

The Chinese are preparing to reattack Tientsin.

It is reported that the Russians have destroyed Newchwang City.

[REUTER'S SERVICE.]

COLONIES' CONTRIBUTION.

LONDON, August 7.

Victoria has sent 200 men to China, New South Wales 300, and South Australia the gunboat *Protector*. The expense of these contingents will be shared by the Imperial Government and the Colonies.

GERMAN CRUISERS FOR CHINA.

London, July 10.—Germany has ordered the third-class cruisers *Geier* and *Seeadler* to China.

[The *Geier* is a third-class cruiser of steel and wood sheathed, with a displacement of 1776 tons. Her indicated horse-power is 2000. The *Geier's* deck armour is 3in. thick and her armament consists of eight 4.1-in. quick firers and seven muzzle-loading guns, with two torpedo tubes. Her speed is 16.2 knots. The *Seeadler* has 130 tons displacement less than the *Geier*, but in other respects she is practically the same. Her complement of men is 156.]

CANTON.

(*From Our Own Correspondent.*)

The Black Flags.

The Black Flags are again on the move. Their destination is said to be Peking. An advance guard of 3000 men left Canton on Monday under the leadership of their chief, Lau I. These men are such an uncertain quantity that Canton on the whole, has a much better chance if relieved of the presence of protectors of that class. It is difficult to believe that they have hopes of ever reaching the Capital. Lau I is really the most important personage in South China at present, for he commands the largest body of trained soldiers. Much therefore depends on the side which he elects to support.

Robbers Rampant.

There is a marked increase in the number of robberies in and around Canton. The mandarins are apparently exerting themselves to keep the peace by meting out stern justice to every robber who falls into their hands. On Tuesday, two robbers were beheaded near the steamer wharf. Up to Wednesday morning the bodies had not been removed. Thousands of Chinese visited the place. Strange as it may appear, these terrible examples of the fate that awaits pirates and robbers do not seem to exercise a deterring power. It only makes them more careful and desperate.

BRITISH TROOPS FOR SHANGHAI.

In response to a request by Admiral Seymour for troops to garrison Shanghai, the authorities here are despatching two of the regiments forming part of the special defence of the Colony. General Creagh, V.C., and the second brigade staff leave to-morrow by the *Hinda*. The 1st Fourth Gurkhas are to be despatched by the *Canning* at four o'clock, and at the same time the 30th Bombay Infantry will leave by the *Duke of Portland*. The 2nd Bengal Infantry, immediately on arrival, will also proceed to Shanghai. They are expected here on or about the 11th inst. Brig.-General Creagh is a brother of Mr C. Vandeleur Creagh, sometime of the Hongkong Police, and later Governor of British Borneo.

THE NAVAL RATINGS.

The departure of the transport *Jelunga*, which arrived on Monday from England, has been indefinitely postponed owing to an accident to one of her boiler tubes. The majority of the seamen she brought out are, however, intended to fill vacancies in the *Tamar*, and they have taken on duty accordingly. The others will proceed North as soon as the ship is ready and will be distributed among our ships wherever there are vacancies to fill.

THE BLACK FLAGS.

The Canton newspapers have been publishing some particulars with reference to the probable departure of the Black Flag soldiery for the north. According to these reports it was expected that the Black Flag leader Lau, with two companies of his men, were to leave Canton for Nanking on 6th August and six companies were to follow almost immediately. Some of these troops were to take mortars with them. Fourteen more companies of the Black Flags were to be recruited, in the neighbourhood of Canton, up to their full strength, and were then to march to Nanking and join their leader. From Nanking it was thought the objective of the force would be Peking. The transport and commissariat arrangements for the march were complete, and the first two companies ready to start immediately.

VOLUNTEERS FROM THE NAVAL FORCES.

A Poor Response.

The *Sydney Morning Herald* of July 13, says:—Last night Captain Hixson, R.N., the officer commanding the Naval Forces, called a muster parade of the Naval Brigade and the Naval Artillery Volunteers at the drill hall, Fort Macquarie, in order to register the names of the officers and men willing to go on active service in China. There was a large attendance, nearly every member of the combined force being present.

Captain Hixson said that he had assembled them together in response to a telegram which had been received by the Premier from the Imperial Government stating that the Naval Brigade could not be utilised by her Majesty's ships, as all were fully manned; but if they were prepared to serve as a Naval Brigade with an expedition for the protection of life and property they could render invaluable service.

The terms offered were first, that only men who were in robust health and not exceeding 45 years of age or under 18 years should be allowed to join, and that a guarantee be given for their services until dispensed with by the naval authorities in China. The rate of pay would be 5s per day for A.B.s, 6s for first-class petty officers, and 5s 6d for second-class petty officers. Officers in receipt of less than 5s per day on the Royal Navy list would receive that amount, officers receiving more than 5s per day, but less than £100 per annum on such list would receive 75 per cent. in addition to that rate, and officers receiving over £100 per annum would receive 50 per cent. in addition to that rate. He would first call on the officers wishing to volunteer to register their names and then the men.

The force was then dismissed for a short time to give the men an opportunity of discussing the terms offered.

On reassembling it was apparent that certain difficulties had arisen, as the response was poor. Amongst the N.A.V. only 26 men and no officers handed in their names, whilst of the Naval Brigade three officers and not a single man stated their willingness to enlist.

The Australian Naval Force.

Sydney, July 22.—On Sunday a suggestion was made to despatch a small New South Wales naval force on the *Salamis* which has been chartered to convey the Australians to China.

July 23.—Efforts are being made to raise 200 men to go to China in the steamer *Salamis*, chartered to take the Victorian force which recently volunteered for service there.

The date of the departure of the Victorian naval contingent has been fixed for the 31st July.

Baden-Powell as Radical Candidate.

The friends of General Baden-Powell are surprised to learn that the Radicals expect to secure him as their candidate for Midlothian at the Dissolution. They were under the impression that when he left for Mafeking he was a Conservative, like his brother, the late Sir George Baden-Powell, and they have not heard anything since to show that he has changed his political mind.

Sugar Refinery for Formosa.

The *Kobe Chronicle* says:—A scheme to form a large sugar refining company at Formosa, proposed by the leading merchants in Japan, is now settled, and an application for a charter is to be made in a few days. The capital of the Company is fixed at Y50,000, of which Y200,000 will be called up. The Formosan Government will grant a subsidy of some Y12,000 for the present year, but from next year, when the capital is wholly paid up, a subsidy equal to 6 per cent. of the capital per annum will be granted yearly.

Red Tape.

The *Singapore Free Press* has the following:—A curious incident in connection with the Post Office has been brought to our notice. A tin plate 11 in. x 5 in. was to be sent to London. The address label with the necessary postage was pasted on the plate, which was not wrapped up in any way. It was duly sent to London, and promptly returned by the G. P. O., London, as 'not packed in accordance with the regulations, and, in its present unprotected state, might damage other mail matter.' The curious part is the tin plate could not be delivered a mile away from the General Post Office, London, without damaging other mail matter but could be sent back 9,000 miles to Singapore. We are bound to say that the sheet of tin is calculated to damage the mails, and probably the G. P. O. sent it back in a parcels box, where it would be safe.

THE SIEGE OF THE LEGATIONS.

(*From Japanese Papers.*)

Chefoo, July 28th.—A letter written by Sir Claude Macdonald on the 4th inst. arrived at Tientsin on the 21st inst. The letter was in the following terms:

We have been besieged and constantly shot at by the Chinese troops since the 20th ult. We are defending the American Legation, 40 yards of the southern wall in Tartar street, east of the Legation, the Russian Legation, the British Legation and a portion of Prince Su's palace (occupied by the Japanese) in front of our Legation. The French, German and other Legations are outside of our defence lines. The tax office buildings have been burnt down by the enemy who now occupy the locality. The barricades of the enemy close us in on all sides. The enemy is active but cowardly. They are in possession of four or five cannon, one 1-inch quick firer and two 3-inch quick firers. The guns chiefly used (in shelling us—original telegram unintelligible) are 9 pounders or 14 pounders. Our casualties are 44 killed and about twice that number wounded. We have provisions for a fortnight, but our ponies are already being killed for food. If the Chinese do not press the attack we may hold out for perhaps 10 days; but if they decide to make a decisive and resolute attack all will be over with us in four or five (hours—original telegram unintelligible.) It is absolutely necessary that not one moment be lost (in a movement for relief) if we are to escape massacre. The Chinese Government may still be in existence, but it is doing nothing for our relief.—*Foreign Department Telegram.*

Tientsin, July 27th.

Letter of Lieut.-Colonel Shiba, Military Attache at the Legation of Peking, dated July 24th; arrived at Tientsin on the 25th, at 9 o'clock in the evening:—

'Peking, July 22nd, evening.

'We are awaiting impatiently arrival of reinforcing army. When are you coming? All Legations have been blockaded since 13th last month, and since the 20th we have been attacked continually night and day by the Chinese soldiers from more than ten encampments. By a supreme effort we are still defending. We are daily awaiting with the greatest anxiety arrival of reinforcing army, and if you cannot reach here in less than a week's time, it is probable that we will be unable to hold out any longer. Emperor and Empress-Dowager appear to be still in Peking. Were our reinforcements to arrive, very probably they would flee to Wanshoshan. Killed and wounded up to date: eight killed, one a Captain of Infantry and an Ambassador's attache. Seven seriously wounded, the First Secretary of the Legation being one of twenty slightly wounded. The number of Europeans killed is sixty in all.'

LORD SALISBURY AND THE AMAH.

The Mistakes of Missionaries.

From the Prime Minister of Great Britain to a Chinese amah seems a far cry, and yet Lord Salisbury, speaking at the S.P.G. meeting in London recently, says the *Pall Mall Gazette*, showed himself to be very greatly in sympathy with the views put forward by Ah-Fook-Sam, native convert, some three or four years ago, when trouble—beyond the fire that always smoulders beneath the surface in China—was wholly unexpected. This woman had been divorced from her husband on account of receiving the rite of baptism, her children were taken from her, and only by means of the strenuous exertions of the German mission was she enabled to escape with her life. After many vicissitudes she reached Hongkong, and through the English missionaries, to whose care she was recommended, obtained work as a child's amah. These facts will prove that her conversion was a very genuine one, while her devotion to the ladies who had instructed her in the faith and the minister who had received her into the Church was almost pathetic. Yet, in halting language, but with no uncertain knowledge, she placed her finger on the fault which undoes so much of the work of these evangelists.

'They no savey Chinaman olo custom; they all the time think olo custom number one very bad. This fashion no true; *can* b'long Christian, and keep olo custom.' Pressed to state more explicitly against what 'custom' the missionaries sinned, she named at once the houseboat system, whereby men and women frequently travelled together on the one mission river craft. The Chinese ideas of propriety were thereby greatly scandalised, and Ah-Fook-Sam had herself read public posters announcing the arrival of the foreign devils and warning the inhabitants against the disgraceful immorality which they practised in the service of their joss (God).

Another great stumbling-block lay in indiscriminate preaching of the equality of the sexes, of which as the amah quaintly put it, 'Christian man, he heart talkee true—Chinaman no can savey the Lord makee die for a woman—by and by he savey, s'pose missionary no go too muchee chop chop.'

After all, it took a great many centuries for woman to gain her true place in society, even in Christian lands; in dealing with natives therefore the point may surely, to a large extent, be left to the natural process of evolution, except, of course, in regard to any practice involving crime or vice.

Again, worship at the grave of ancestors, if carefully used, might actually be a weapon in the hands of the missionaries, as many of the ablest of these clergy have proved again and again. But many of the more zealous and newly-arrived preachers seek to wean their flock from this hallowed 'olo custom' before they are ripe for such wholesale changes. At the worst the practice is a foolish superstition; at the best this worship expresses one of the finest traits in Chinese character.

Ah-Fook-Sam mentioned other trifling points in which the missionaries sin against the sentiments of the people unnecessarily, and when it is remembered how great is the prejudice which the teaching of Christianity must needs overcome, it seems a thousand pities that the men and women who so nobly give their lives for the cause of God, should not be compelled to pass a period of probation in being themselves instructed as to the lines on which they may provoke the least enmity, while at the same time faithfully performing their work.

Thus Ah-Fook-Sam, speaking from bitter personal experience; thus also the Prime Minister, speaking from bitter official experience.

NOTIFICATION BY THE KIANGNAN ARSENAL.

By special request, the *N.-C. Daily News* publishes the following :—

The Kiangnan Arsenal is situated some 10 li to southwest of the Foreign Settlements of Shanghai. Owing to the troubles in the North, more soldiers have been enrolled for the protection of the Arsenal (against disorderly persons), and the soldiers sometimes try their guns and rifles as exercise.

The Directors of the Arsenal have received instructions both from the Taotai and H. E. Li Hung-chang that firing in the Arsenal should cease, as it alarmed the foreign merchants who were already much alarmed by the troubles in the North. These orders have already been sent to the various commanders, but in spite of this a complaint was received on Sunday, 29th July, saying that some foreigners have been alarmed by so much firing at the Arsenal. As the Arsenal is about 10 li distant, the noise of the firing (if it came from the Arsenal) must have been very slight. It may have been from one of the barracks not in connection with the Arsenal. The firing complained about cannot be traced to any camp belonging to the Arsenal.

However, strict injunctions have again been issued to all the Arsenal camps, and the Taotai has been requested to instruct the soldiers under his control to the same effect.

We publish this Notification for the information of foreigners of all nations, so that they may be reassured.

The protection of the property and lives of both Chinese and foreigners has been carefully arranged by the Viceroys and Governors of the Southern Provinces, and in consideration of this object the increase of a few hundred soldiers near Shanghai is entirely for this purpose. There will be no disturbance and we hope foreigners will not entertain groundless fear and suspicion.

By Order of the DIRECTOR.

THE ATTEMPTED ASSASSINATION AT SHANGHAI.

A Dastardly Outrage.

The *China Gazette* of August 4 says :—

The peaceful and fashionable region of suburbia, in the western section of the extended Settlement, was disturbed in the small hours this morning by the extraordinary and dastardly attempt of certain unknown Chinese to assassinate a well-known resident. The incident formed the sole topic of local gossip this morning, and has created a considerable and perhaps unnecessary amount of alarm amongst the residents of the Bubbling Well Road. The story is a simple one, except with regard to the motives of the would-be assassins, to whom there is no clue and whose object in attempting to murder a foreign resident is quite a mystery, if we exclude a theory, which is largely held, that it was done to create alarm amongst the foreign residents.

It appears that Mr Craig, who is connected with the Sun Life Insurance Company of Canada, was lying on his verandah last night, reading Lord Charles Beresford's well-known book, 'The Break-Up of China.' He dropped asleep and was awakened at one o'clock this morning by a loud report close beside him and something touching his breast. On opening his eyes he saw three Chinese on the verandah, four or five paces distant, one of them with a still smoking revolver pointed at him. Seizing a footstool at his feet, Mr Craig hurled it at his assailant who fired at the same moment a second shot. The missile missed its mark, and striking the venetian, buried itself in the brickwork of the verandah. Mr Craig then jumped into the sitting room and rushed upstairs for a gun, but on his return, the trio had flown. An alarm was raised in the neighbourhood by the reports, and several residents rushed into the road. In a very short time a police officer and a posse of European and Sikh Police from Carter Road were on the spot, and were followed by Chief Inspector Howard and many more men from the Central Police Station. The neighbourhood was scoured in vain, and no trace of the would-be assassins was found. Captain Pattisson and several detectives were also on the spot at an early hour.

The three Chinese were well-dressed and wore short coats, and from the description given the police are inclined to think that they are Northern. Suspicion falls upon the entourage of a well-known mandarin living in the vicinity but up to the present nothing has been obtained to lead to a closer identity. On examining the book which Mr Craig had been reading, and which was lying directly over his heart when he fell asleep, the bullet was found embedded in the leaves about half way through. The other bullet was dug out from the wall. Apparently the missiles were from a revolver of about 32 calibre.

Mr Craig knows of no reason why any attempt should be made upon his life. He has had no quarrel or enmity with any Chinese and no one can suggest any personal motive for such a dastardly and murderous attack being made upon his life.

The aim of his assailant points rather to a practised shot. The first shot was fired from about fifteen feet and was evidently aimed at the black cover of the book which lay on the white clothing of his intended victim, right over his heart. The shooter in striking the book as he did made a fairly good bull's eye. Had it not been for the providential interposition of Lord Charles Beresford's book, Mr Craig would undoubtedly to-day have been the subject of a first-class funeral. The incident shows the ugly spirit that is abroad amongst certain of the Chinese who flock in here to perfect and elaborate their plans under the *egis* of the Municipal Government, and it shows further that some of the natives are armed. This is the first time on record that such a crime has been attempted against a foreigner by Chinese in Shanghai, and consequently the whole incident is much discussed. It is to be hoped that the respectable Chinese will give all the assistance in their power to trace the criminals, but if they do not, and the would-be assassins escape, we may have repetitions of such acts which will most assuredly redound to the deep injury of the law-abiding Chinese in the Settlements, for the handful of foreigners cannot permit the place to be made an Alsatia, and will have to take stringent steps for the preservation of their lives. We need not discuss, at this stage, what those measures might be, but they would be intensely unpleasant for the natives we are quite sure, if they have to be adopted. It is curious that there was lately a large exodus of Chinese servants in foreign employ from the immediate neighbourhood of Mr Craig's residence.

Lord Charles Beresford, in the compilation of his voluminous written experiences of China, little thought that a copy of his work would be the means of preventing the utter break-up of a popular resident of this mysterious land.

THE NIPPON YUSEN KAISHA AND THE CHINA WAR.

According to a vernacular contemporary, the steamers of the Nippon Yusen Kaisha now under Government charter in connection with the Chinese disturbances number 23 in all, representing over 50,000 tons. In consequence, the Company has been obliged to suspend the service between Kobe and Tientsin, and further reduce the voyages on the Shanghai line. The company has chartered some steamers to supply their immediate wants. The charter-money paid by the Government is Yen4.50 per ton, but as for the steamers chartered by the company Yen6 to Yen7 per ton is paid, there is a loss of from one to two yen on every ton. Under the circumstances, it is impossible for the company on this occasion to reap a large profit, as was the case in the China-Japan War, when it was able to charter steamers at low prices. The company is experiencing great difficulty in obtaining steamers as there is a great demand for tonnage all over the world in consequence of the Transvaal War and the trouble in the Philippines. In consequence, goods waiting for transport on all the company's lines are rapidly accumulating.—*Kobe Chronicle.*

THE HONGKONG RIFLE ASSOCIATION.

Long Range Cup and Spoons.

Owing to the Volunteer parade there was only a small attendance at the Range on Saturday last. Some very good scores were made by those competing the Cup being finally won outright by Sergeant-Major Wallace, R.E., with the magnificent score of 100, including a 'possible' at the 700 yards range.

SCORES.

	600 yds.	700 yds.	800 yds.	H'cap.	Total.
* S.-M. Wallace, R.E.	33	35	32	—	100
* Mr Collins	19	31	31	15	96
* Mr Pidgeon	31	31	33	—	95
Ar.-Sergt. Blair	31	32	30	—	93
Mr Watson	31	32	29	—	92
Hon. F. H. May	21	28	23	20	92
Inspt. McLennan	29	32	30	—	91
J. Cramer, R.N.	31	34	26	—	91
Corp. Hills, R.E.	31	28	24	—	83

* Winners of Spoons.

THE ROYAL HONGKONG GOLF CLUB.

Captain's Cup—Silver Medal for August.

Although the attendance of members was quite up to the average, the hot weather during the competition days was evidently too much for the majority, very few cards being returned. The winner of the Cup played a good round—4, 4, 5, 4, 3, 6, 5, 4, 5=40, and 5, 4, 4, 5, 4, 4, 4, 5, 4=39.

CAPTAIN'S CUP.

Mr J. H. T. McMurtrie	79	0	79
Mr H. W. Robertson	99	13	86
Mr W. J. Greenson	109	16	93

(17 entries).

POOL.

Mr T. S. Forrest	86	0	86

(8 entries.)

TEBRAU PLANTING COMPANY, LIMITED.

The fourth general meeting of the shareholders of this Company was held to-day. Mr H. Humphreys presided and there were present Messrs E. S. Kelly, J. S. Hagen, W. D. Sutton, J. M. Wong and C. Taylor.

The Chairman said,—Gentlemen, you have had the Report and Statement of Accounts before you for some days, so that I will, with your permission, dispense with the formality of reading them. I have very little to add to the Estate Manager's report, which you will find printed on the inside of the General Manager's Report. At your last General Meeting the Chairman, Mr Hart Buck, referred hopefully to the results likely to accrue from the planting of our Para Rubber trees, and, as tending to endorse his opinion, I will read you an extract from the 'Straits Times' dated 14th May last:—'Rubber.—Reports of all three varieties now being cultivated in the Malay States (Para, Ficus Elastica and Castilloa) are encouraging in the extreme, and the Committee of the United Planters Association have great satisfaction in announcing the receipt of a communication from the Perak Government which shows that a sale has just been effected in London @ 3s. 10d. for 327 lbs. of Para, and that a sample of Ficus Elastica was valued at 3s. 6d. The latter is especially good news, as it has never been known that the value of Ficus Elastica so nearly approximated to that of Para. Large numbers of rubber trees are being planted all over the country, and the Committee look forward with confidence to a time of great prosperity when the trees begin to yield.' On 8th June last year 450 shares in the Company were forfeited for non-payment of call. Up to the end of April 265 of these were re-issued to our Estate Manager and Secretary, and accepted by them in lieu of cash for salary due. The balance, viz. 185 shares at $2.0 will also be re issued during the current year, and these shares, together with the calls thereon, amounting to $370 (which sum now appears under the heading of Suspense Account) will be disposed of in exactly the same manner as the 265 shares I have already referred to. The item in Suspense Account will therefore not appear in our next Account. You will notice that no General Management fees figure in the accounts, as we have again decided to forego them. If any shareholder has any questions to ask, I shall be pleased to answer them.

There being no questions the Chairman moved the adoption of the Report and Statement of Accounts as presented.

Mr E. S. Kelly seconded.

Carried unanimously.

The Chairman proposed the reappointment of Mr W. H. Potts as auditor for the ensuing year.

Mr Hagen seconded.

Carried unanimously.

The Chairman—That is all the business gentlemen; thank you for your attendance.

GENERAL TELEGRAPHIC NEWS.

(*Australian Telegrams.*)

Delagoa Railway Arbitration.

London, July 23.—The Portuguese Government has deposited the amount of the award recently given against Portugal in connection with the Delagoa Railway arbitration case, in the Paris Bank.

Collisions at Sea.

On Saturday, the Cunard line steamship *Umpania* ran into the barque *Tadleton* in the Irish Channel, cutting her in two. The first and second mate and five seamen were saved, but eleven others were drowned.

The steamers *Dromedary* and *Alligator* also collided in a fog near Belfast Lough. The former had on board 600 Glasgow passengers, of whom forty were injured and five killed.

PREPONDERANCE OF BRITISH TRADE IN CHINA.

A Few Figures.

It was stated in the House of Commons a short time ago that of all the shipping entering and clearing the Yangtze ports, the British percentage is 61, and of the remaining 39 per cent., only 12 per cent. represents the tonnage of other foreign nations. Nothing could more strikingly represent the preponderance of Great Britain's interest in the welfare of the Celestial Empire, though additional statistics are needed to show the value of the trade and the remarkable expansion that has taken place in recent years. During the last decade the Chinese trade has increased by considerably over 100 per cent. In 1890 the value of import and exports was 214,237,961 haikwan taels; last year it had grown to 469,533,288 taels. The haikwan or customs tael is equal to just about 3s. New treaty ports and railways have given a surprising impetus to trade in places where a few years ago there was absolute stagnation, and with the development of railways and a trustworthy Government, there would be scarcely any limit to its expansion in the not distant future. The Customs revenue, during the ten years alluded to, increased by nearly five million taels, and in 1899 amounted to no less than 26 661,000 taels. As to England's share in this great trade, the figures of the total trade last year need no comment. Omitting Russia, the figures for which are neither easy to obtain nor very reliable, the total trade of the rest of the world with China is much less than half that of the British Empire. Here are the figures: Great Britain, 15,123,662 H. taels; Hongkong, 189,941,766 H. taels; British India, 33,642,712 H. taels; other European countries (excluding Russia), 46,935,904 H. taels; United States, 43,974,460 H. taels; Japan, 53,147,889 H. taels. Roughly speaking, the British trade figures represent nearly £15,000,000, with the prospect of indefinite and immediate increase. Chinese securities have weakened to some extent on the Stock Exchange and the Foreign Bourses, and are likely to fall still more now that the very serious nature of the crisis is being realised, but it is generally believed at home that intervention in China can only result in the extension of European influence, and the consequent expansion of European trade. Holders of stock in any way connected with China and the China trade will have a bad time of it during the next few months, but they are likely to reap an ample reward if they can hold on until the country is restored to order.—*Pioneer.*

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

OUTWARD:—*Ercheron*, June 8; *Arab, Clio, Marie, Valerie, Cowrie*, 12; *Yangtsze*, 26; *Brandmagne*, 29; *China, Reffre, Marea, Larrinaga*, July 3; *Anapt, Emma*, 6; *Marlburg*, 10; *Bergenhuus, Odessa, Rokeby*, 13; *Shanghai*, 17; *Drumamond*, 20; *Asturia, Mogul, Radnorshire, Saxonia, Sibiria, Singapore, Yorkshire*, 24; *Machaon, Bingo Maru, Malacca, Lady Juicey, Exe*, 27; *India, Prussen, Morven*, 31; *Gisela, Regina, Cantonnier, Flora, Hsishka*, August 7.

HOMEWARD:—*Diomed*, July 20; *Scotia, Oldenburg*, 24; *Antenor, Indra Maru*, 31; *Bayern*, August 7.

ARRIVALS AT HOME.

August 7, *Bendarig, Silesia.*

Mails.

The M. M. Co.'s str. *Yarra*, with the next FRENCH MAIL, left Saigon on Thursday, the 9th August, at 1 a.m., and is due here on Sunday, the 12th August.

The C. P. R. Co.'s s.s. *Empress of India* left Vancouver for Hongkong, via usual ports of call, on Monday afternoon, the 30th July.

Steamers Expected.

The N. G. L. str. *Marlburg*, from Hamburg, left Singapore for this port on the 4th August, and may be expected here on or about the 9th August.

The N. Y. K. s.s. *Hiroshima Maru* left Singapore for this port on the 4th August, and is expected to arrive here on the 10th August.

The O. S. S. Co.'s s.s. *Lion* left Singapore on the morning of the 7th Aug., and is due here on 12th Aug.

The O. S. S. Co.'s s.s. *Hector* left Singapore at noon, on the 7th Aug., and is due in Hongkong on the 12th Aug.

The s.s. *Suisang*, from Calcutta and Straits, left Singapore for this port on Tuesday, the 7th Aug., at 2 p.m.

The Austrian Lloyd s.s. *Franz Ferdinand* left Kobe, via Moji for this port, on Monday morning, the 6th August.

The N. P. Co.'s s.s. *Braemar* sailed from Portland, Oregon, for Japan and Hongkong, on the 24th July.

Latest Advices.

The N. P. Co.'s str. *Argyll* arrived at Portland, Oregon, on the 6th August from Hongkong and Japan.

The s.s. *Benlawers*, from Antwerp and London, left Singapore on the 7th inst. for this port.

The T. K. K. s.s. *America Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 3rd Aug.

The P. M. S. S. *City of Rio de Janeiro*, with mails, from San Francisco to the 19th ult., via Honolulu, has arrived at Yokohama, and will leave for this port to-morrow morning, the 10th August, via Inland Sea, Kobe, Nagasaki and Shanghai.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Vancouver at 11 a.m., on Wednesday, the 8th Aug.

Prospectus.

THE SHARE LIST WILL CLOSE AT NOON ON THE 15TH AUGUST, 1900.

PROSPECTUS OF THE CHINA MATTING MANUFACTURING COMPANY, LIMITED.

CAPITAL ... $1,000,000

(HONGKONG CURRENCY).

Divided into 10,000 Shares of $20 each, of which $5 is payable on application and $5 on allotment; the Balance will be Called up as required, probably $5 in about 6 months' time and balance about a year hence.

HEAD OFFICE ... HONGKONG.

Consulting Committee:

ROBERT SHEWAN, Esq. (Chairman).
D. GILLIES, Esq., Hongkong and Whampoa Dock Co., Ld.
J. H. LEWIS, Esq., Messrs. Douglas Lapraik & Co.
CHAU TUNG SHANG, Esq.

General Managers:

SHEWAN, TOMES & CO.

Bankers:

HONGKONG AND SHANGHAI BANKING CORPORATION.

THIS Company has been formed for the purpose of making by power-looms straw matting of the same description as that now produced by hand-looms in the neighbourhood of Canton (China).

The export of Matting from China to the United States has of late years become a most important trade, having risen in the last 10 years as follows:—

From 179,472 rolls shipped in 1889/1890 To 370,107 rolls shipped in 1898/1899

but, as usual, the quality of the goods has fallen away with the increased demand, while prompt delivery, to contract time, has become increasingly difficult.

Many attempts have been made to devise a loom which could be worked by steam to take the place of the crude hand-looms, used by the Chinese and Japanese, but success has only been attained by a loom which became the property of the Kobe Manufacturing Co. and which has since been brought to a high state of perfection by further inventions and improvements.

The promoters of this Company, having experimented with a small trial plant of 50 of these power-looms and introduced various further improvements suggested by their knowledge of the Matting trade and requirements of the market in the United States, are now satisfied that Matting made by such machinery must supersede that made by hand-looms, and have accordingly entered into an agreement with the Kobe Manufacturing Co. to acquire all the rights to the invention.

While experimenting with the 50 looms, some 10,000 rolls were made and shipped, and the reports on the later and better-made shipments were all of a highly favorable and encouraging nature, the evenness of the fabric and the great improvement on the old hand loom matting, especially as regards the selvage or edge, being particularly praised and commented on. One great difficulty was to get the machine to turn over the straw so as to produce a clean surface at the edges of the Matting; this difficulty was overcome some few months ago, and the looms can now, in the opinion of experts turn out a perfect fabric.

As each power-loom can produce about 30 yards a day as against 6 yards produced by hand-loom, the saving in time is obvious, while the advantage of being able to rely on punctual delivery will be a great boon to dealers, at home, who at present have to put up with much delay and loss of time in getting their goods.

The advantage is still more obvious to-day in view of the political unrest all over China and the great probability of the present troubles in the North spreading to the South, in which case the matting industry in the districts around Canton is likely to suffer to such an extent that it may take years to recover, matting being entirely dependent upon the labour of the peasant class when not engaged in their ordinary farm work.

It is proposed to erect a Factory capable of running 450 looms, producing about 1,000,000 rolls per annum, on which it is estimated, at the prices recently obtained in the United States for the Matting sent there for sale, there would be a net profit of at least $1½ per roll, or say $150,000. In course of time further experience and economies will undoubtedly improve upon these figures.

The promoters of this Company have, as before stated, experimented with 50 looms, and having acquired from the Kobe Manufacturing Company all the rights to the invention, will transfer the same to the new Company together with 50 looms and other machinery, stock-in-trade, goodwill, &c., for $350,000 (Hongkong currency), which amount will be taken by the Kobe Manufacturing Company and the promoters in shares.

The Capital of the Company, as far as can be roughly estimated, will be laid out in the following manner:—

Land, Buildings and Machinery	$470,000	
Working Capital	180,000	
Kobe Manufacturing Company and Promoters for Rights, Goodwill and Sundry Machinery, including Engine and 50 Looms	350,000	Taken in Shares.
	$1,000,000	

Prospectus and Forms of Application for Shares may be obtained from the Company's Bankers, or at the office of the General Managers.

Hongkong, August 1, 1900. 1650

DOOLITTLE AND POLLOCK, 50, LYNDHURST TERRACE, HONGKONG, AGENTS FOR CHINA,

For ARMOUR PACKING CO., are prepared to quote prices, and make Contracts for Strictly all kinds of CANNED MEATS and BARRELLED PROVISIONS.

Some Lines of CANNED MEATS in STOCK.

Apply for our New Price List C.I.F. Hongkong, in Mexican dollars.

Hongkong, August 2, 1900. 1508

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from A. G. AITKEN, Esq., to Sell by PUBLIC AUCTION, on

SATURDAY,

the 11th August, 1900, commencing at 2.45 p.m., at No. 1 and 2, KNUTSFORD TERRACE, KOWLOON,—

THE WHOLE OF HIS HOUSEHOLD FURNITURE.

Comprising:—

RED PLUSH DRAWING ROOM SUITE, TEAK OVERMANTELS, FANCY CHAIRS and TABLES, LACE CURTAINS, ORNAMENTS, RUGS, Etc.

EXTENSION DINING TABLE, SIDEBOARD, DINNER WAGGONS, DINNER & DESSERT SET, ELECTRO-PLATE, CUTLERY and GLASSWARE, Etc.

DOUBLE BEDSTEADS, WARDROBES, MARBLE-TOP, TOILET TABLES, DRESSING TABLES, EASY CHAIRS, Etc., Etc.

COOKING STOVE, PANTRY and BATHROOM REQUISITES.

Also,

ONE COTTAGE PIANO.

TENNIS GEAR, STONE ROLLER and LAWS MOWER.

ONE WASHING MACHINE and REQUISITES.

And

A LARGE VARIETY OF PLANTS.

Terms:—As Customary.

Catalogues will be issued.

On View from *Friday*, the 10th August, 1900.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, August 6, 1900. 1678

GOVERNMENT NOTIFICATION.

No. 404.

THE following Particulars and Conditions of SALE of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 13th day of August, 1900, at 3 p.m., are published for general information.

By Command,

F. H. MAY, *Acting Colonial Secretary.*

COLONIAL SECRETARY'S OFFICE, Hongkong, 4th August, 1900. 1638

Particulars and Conditions of the Letting by Public Auction Sale, to be held on Monday, the 13th day of August, 1900, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Five Lots of Crown Land, at Mong Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

Particulars of the Lots.

No. on Plan	Reg. City No.	Locality	Boundary Measurements N. ft.	S. ft.	E. ft.	W. ft.	Quantity in Square feet.	Annual Rent.	Upset Price.
								$	$
1	1101	Kowloon Inland Lot No.	50	50	185	185	9,250	100	5550
2	1102	Mong Kok Tsui.	476	476	265	205	12,587	144	10070
3	1103	"	476	476	220	226	12,220	124	11000
4	1104	"	476	476	205	205	14,497	136	11590
5	1105	"	476	476	160	100	9,625	104	7220

To-day's Advertisements

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship THALES, Captain PASSMORE, will be despatched for the above Port, TO-MORROW, the 10th Inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., *General Managers.*

Hongkong, August 9, 1900. 1703

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAMSUI.

THE Company's Steamship NEWCHWANG will be despatched as above on SATURDAY, the 11th Inst., at 6 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 9, 1900. 1698

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON Rates).

THE Company's Steamship IXION, Captain THOMSON, will be despatched as above on TUESDAY, the 18th September.

For Freight apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 9, 1900. 1699

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *SHANGHAI.*

FROM LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 p.m. TO-DAY, the 9th Inst.

Goods not cleared by the 15th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a Certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL, *Acting Superintendent.*

Hongkong, August 9, 1900. 1701

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Kasuga Maru (s)	Nippon Yusen Kaisha	Aug. 24, at 4 p.m.
Australian Ports	Changsha (s)	Butterfield & Swire	Aug. 15, at 4 p.m.
Australian Ports	Tsinan (s)	Butterfield & Swire	Aug. 20, at noon.
Batavia, S'bang & S'baya	Shantung (s)	Butterfield & Swire	Sept. 3.
Bremen & Ports of Call	Weimar (s)	Norddeutscher Lloyd	Aug. 23, at noon.
German Colonial Ports	Muenchen (s)	Melchers & Co.	Sept. 5, at noon.
Havre and Hamburg	Marburg (s)	Carlowitz & Co.	About Sept. 12.
Havre and Hamburg	Sibiria (s)	Carlowitz & Co.	About Sept. 20.
Havre and Hamburg	Saxonia (s)	Carlowitz & Co.	About Sept. 30.
Havre and Hamburg	Serbia (s)	Carlowitz & Co.	About Oct. 12.
Liverpool	Sarpedon (s)	Butterfield & Swire	August 13.
Liverpool	Ixion (s)	Butterfield & Swire	Sept. 18.
London	Java (s)	P. & O. S. N. Co.	About Sept. 6.
London & Ports of Call	Malta (s)	P. & O. S. N. Co.	Aug. 18, at noon.
London v. Suez Canal	Rhipeus (s)	Butterfield & Swire	August 21.
London v. Suez Canal	Prometheus (s)	Butterfield & Swire	September 4.
London v. Suez Canal	Glaucus (s)	Butterfield & Swire	September 18.
Manila	Changsha (s)	Butterfield & Swire	Aug. 15, at 4 p.m.
Manila	Tsinan (s)	Butterfield & Swire	Aug. 20, at noon.
Manila	Yuensang (s)	Jardine, Matheson & Co.	Aug. 10, at 5 p.m.
Manila	Sungkiang (s)	Butterfield and Swire	Aug. 17, at 4 p.m.
Marseilles v. Saigon	Annam (s)	Messageries Maritimes	Aug. 13, at 1 p.m.
Marseilles, London, &c.	Banca (s)	P. & O. S. N. Co.	About Aug. 14.
Marseilles & London	Wakasa Maru (s)	Nippon Yusen Kaisha	Aug. 10 daylight.
Marseilles, London, &c.	Kanagawa Maru (s)	Nippon Yusen Kaisha	Aug. 24, daylight.
M'lles, L'don, v. Manila	Teenkai (s)	Jardine, Matheson & Co.	August 23.
Moji, Kobe & Y'hama	Hiroshima Maru (s)	Nippon Yusen Kaisha	Aug. 14, daylight.
Moji	Ningpo (s)	Butterfield & Swire	August 10.
N'saki, Kobe & Y'ma	Futami Maru (s)	Nippon Yusen Kaisha	Aug. 25, at noon.
New York v. Suez Canal	Richmond Castle (s)	Dodwell & Co., Ltd	About Aug. 20.
New York v. Suez Canal	Indravelli (s)	Jardine, Matheson & Co.	About August 24.
Portland, Oregon	Braemar (s)	Dodwell & Co., Ltd.	Aug. 25, at noon.
San Diego v. Japan	Carlisle City (s)	Butterfield & Swire	Aug. 11, daylight.
S. Francisco v. Japan	City of Rio de Janeiro (s)	Pacific Mail S. S. C	Aug. 25, at noon.
S. Francisco v. Japan	Coptic (s)	O. & O. S. S. Co.	Sept. 1, at noon
S. Francisco v. Japan	Nippon Maru (s)	Toyo Kisen Kaisha	Aug. 16, at noon.
Seattle, U.S.A.	Riojun Maru (s)	Nippon Yusen Kaisha	Aug. 27, at 4 p.m.
S'hai, N'ki, K'be & Y'ta	Yarra (s)	Messageries Maritimes	About August 12.
Shanghai & Japan	Shanghai (s)	P. & O. S. N. Co.	About Aug. 10.
Shanghai	Paramatta (s)	P. & O. S. N. Co.	About Aug. 17.
Shanghai	Loongmoon (s)	Siemssen & Co.	Aug. 8, at noon.
Shanghai	Chihli (s)	Butterfield & Swire	August 10.
S'pore, P'ang & B'bay	Bormida (s)	Carlowitz & Co.	Aug. 11, at 5 p.m.
Swatow, Amoy & T'sin	Tamsui Maru (s)	Mitsui Bussan Kaisha	Aug. 12, daylight.
Swatow, Amoy & T'foo	Anping Maru (s)	Mitsui Bussan Kaisha	Aug. 22, daylight.
Tacoma (Wash.) &c.	Breconshire (s)	Dodwell & Co. Limited	Aug. 13, at noon.
Tamsui	Newchwang (s)	Butterfield & Swire	Aug. 11, at 6 p.m.
Vancouver (B.C.), &c.	Empress of India (s)	Canadian P'fic R. Co.	Aug. 29, at noon.
Vancouver & Victoria	Tartar (s)	D. E. Brown	Aug. 15, daylight.
Y'ma, v. N'saki, Kob	Rosetta (s)	P. & O. S. N. Co.	Aug. 18, at 4 p.m.

To-day's Advertisements

VICTORIA ENGLISH SCHOOL, CRAIGENGOWER.

THE SCHOOL will RE-OPEN on MONDAY, 13th August, at 9 a.m.

Boys are Provided with a thorough English Education with a View to their entering upon Commercial Life.

Copies of the amended Prospectus may be had at the School.

Applications re Terms, Etc., should be made to

W. D. BRAIDWOOD, M.A., F.E.I.S., *Headmaster.*

Hongkong, August 9, 1900. 1700

THE MUTUAL STORES, 8 AND 10 D'AGUILAR STREET.

LIPTON'S DELICIOUS CEYLON TEA and COFFEE, in ½ lbs. Tins. Too well known to need comment.

FINE FRESH LEMONS in excellent condition.

Hongkong, August 9, 1900. 1702

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship GLAUCUS, Captain BARWISE, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 9, 1900. 1697

SHIPPING.

ARRIVALS.

August 8.

Hinda (No. 4), British transport, 3,362, G. D. Clarke, Taku August 1.

August 9.

Hsinchi, British str., from Canton.

Shanghai, British steamer, 2,163, A. F. Street, London July 1, and Singapore Aug. 3, General.—P. & O. S. N. Co.

Airlie, British steamer, 2,500, St. John George, Sydney July 12, Brisbane 15, Townsville 18, Thursday Island 21, Port Darwin 26, Timor 28, and Manila Aug. 5, General.—GIBB, LIVINGSTON & Co.

Benalatha, British steamer, 1,320, T. Sleeman, Shanghai Aug. 5, General.—C. M. S. N. Co.

Haiing, French steamer, 795, Bast, Haiphong and Hoihow Aug. 3, General.—A. R. MARTY.

Ohine, German steamer, 1,113, P. Voss, Saigon Aug. 6, Rice.—SIEMSSEN & Co.

Thales, British steamer, 820, Passmore, Swatow August 8, General.—DOUGLAS STEAMSHIP CO.

Westgate, British ship, 1,814, Neville, New York April 9, Kerosine Oil.—STANDARD OIL CO.

Humber, British storeship, 1,640, H. J. Davison, Shanghai August 5.

Albenga, German str., 2,745, H. Petersen, Japan via Amoy August 7, Tea and General.—CARLOWITZ & Co.

Oanfong, British str., 1,787, J. Young, Pagatan July 30, Sugar.—JARDINE, MATHESON & Co.

DEPARTURES.

August 8.

Mohawk, British cruiser, for Shanghai.

August 9.

Konig Albert, for Europe, &c.

Diamante, for Manila.

Nanchang, for Hongay.

Haitan, for Swatow.

Cadchas, for Singapore and London.

Hsinchi, for Shanghai.

Benalatha, for Canton.

Tritos, for Saigon.

Loongsang, for Manila.

CLEARED.

Shantung, for Yokohama.

Regalist, for Guam.

Kirkdale, for Weihaiwei.

Apenrade, for Haiphong.

Deuteros, for Saigon.

Eastern, for Macao and Sydney, &c.

Wakasa Maru, for Singapore and London.

Chihli, for Shanghai.

R. C. Rickmers, for Bangkok.

PASSENGERS.

ARRIVED.

Per *Shanghai*, from London, &c., Mr Disselduff, and 289 Chinese.

Per *Airlie*, from Sydney, &c., Mrs Stokes, Messrs R. Dawson, A. H. Adams, J. Hobden, S. H. Jenkinson, J. Deuss, H. G. Coombes, 38 Chinese and 1 Malay.

Per *Benalatha*, from Shanghai, 175 Chinese.

DEPARTED.

Per *Diamante*, for Manila, Messrs J. Cruz, Dy Boo, J. Hancock, C. F. Brown, Vy Bau, Mrs G. Longstreet, Messrs Yu Guanim, Ten Dechit, H. F. Bryan, Lieut. Knapp, Comdr Ogden, Mr T. T. Jackson, Mrs M. Rayson, Ensign D. Hanrahan, Comdr. C. T. Force, Comdr. P. Garst, Lt. Townley, Ensign Babcock, Ensign W. P. Cronan, Lieut.-Comdr. W. F. Halsey, Mr Wooters, Mr J. Dreyfus, Miss Hart, Dr Lloyd, Comdr. J. C. Colwell, Major Penrose, Mr and Mrs Skiel, Master Schuler (3), Mr Ong Tuco, Lieut. R. K. Crank, Mr J. Sobrino, Comdr. R. H. Galt, and Mrs Burroughs.

Per *Loongsang*, for Manila, Miss Ides Kinsbruner, Mr and Mrs Yoshito Iwa'a, Mr and Mrs Naosuke Kusakabe, Mr Wm. A. Wrigly, Mr Bernardo del Barrio, and Dr Tomas Pardo del Rio.

SHIPPING REPORTS.

The British steamer *Airlie* reports: Having experienced moderate S.E. winds and fine weather from Sydney and along the Australian Coast to Thursday Island; thence to Port Darwin, fresh Southerly and S.E. winds; thence to Timor and on to Banka Island, light variable winds; thence to Manila, moderate to fresh N.W. winds; from Manila to Hongkong, light variable winds and fine weather. Exchanged signals, with the ship *Leicester Castle*, in lat. 20.12 N., long. 116.05 E., steering N.E.

The British steamer *Benalatha* reports: Left Shanghai at 7.20 a.m., on 5th August, had light to moderate South to S.W. winds, with very fine weather throughout; arriving at Hongkong at 7 a.m., on the 9th.

The German steamer *Albenga* reports: Light Southerly winds and clear weather. Aug. 8th, spoke German ship *Alderth d*, from U.S.A., bound Shanghai, in lat. 22.30 N., long. 115.45 E.

POST OFFICE NOTICES.

MAILS will close:—

For BANGKOK.—Per *Chowfa*, at 9 a.m., on Friday, the 10th August.

For SHANGHAI.—Per *Chilli*, at 10 a.m., on Friday, the 10th August.

For CHEFOO & NEWCHWANG.—Per *Tyan*, at 11 a.m., on Friday, the 10th August.

For MANILA.—Per *Yue sang*, at 4 p.m., on Friday, the 10th August.

Per *Meimanie*, at 4 p.m., on Friday, the 10th August.

For KUMCHUK & SAMSHUI.—Per *Suik ang*, at 4 p.m., on Friday, the 10th August.

For SAMSHUI & WUCHOW.—Per *Wuchow*, at 4 p.m., on Friday, the 10th August

Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship CHIHLI, Captain NEWCOMB, will be despatched as above on FRIDAY, the 10th Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 6, 1900. 1683

THE OSAKA SHOSEN KAISHA, LD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship TAMSUI MARU, Captain H. NAGATA, will be despatched for the above Ports on SUNDAY, the 12th Inst., at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, *Agents.*

Hongkong, August 6, 1900. 1678

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Co.'s Steamship YARRA, Captain SCHMITZ, will be despatched for the above Ports on or about SUNDAY, the 12th Inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, *Agent.*

Hongkong, August 8, 1900. 1689

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship TAIYUAN, Captain NELSON, will be despatched on WEDNESDAY, the 15th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight and Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, July 30, 1900. 1638

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS SYDNEY & MELBOURNE.

THE Company's Steamship TSINAN, Captain ANDERSON, will be despatched on MONDAY, the 20th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and *vice versa.*

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, July 30, 1900. 1640

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON, *Via* MANILA.

THE Company's Steamship TEENKAI, DAVIES, Commander, will be despatched as above on the 23rd Inst.

For Freight, &c., apply to JARDINE, MATHESON & Co., *Agents.*

Hongkong, August 7, 1900. 1691

NORDEUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINSCHHAFEN, HERBERTS-HÖHE, TOWNSVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.

On

WEDNESDAY,

the 5th September, 1900, at Noon, the S.S. MUNCHEN, (4,536 Reg. Tonnage), Captain KREBS, with Mails, Passengers, Specie and Cargo will leave this Port as above.

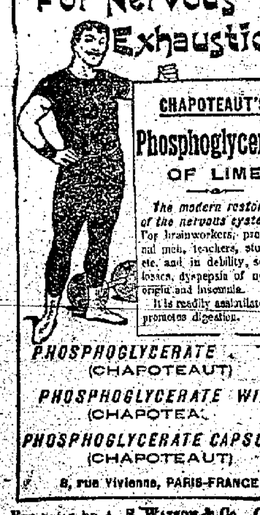
The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., *Agents.*

Hongkong, July 19, 1900. 1559

For Nervous Exhaustion



CHAPOTEAUT'S

Phosphoglycerate OF LIME

The modern restorative of the nervous system.

For brainworkers, professional men, teachers, students, etc. and in debility, seminal losses, dyspepsia of nervous origin and insomnia.

It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT)

PHOSPHOGLYCERATE WINE (CHAPOTEAU)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT)

8, rue Vivienne, PARIS-FRANCE

For sales by A. P. WATSON & Co., Chemist. E21

Shipping.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship YUENSANG, Captain ROLFE, will be despatched as above on FRIDAY, the 10th Instant, at 5 p.m.

This steamer has superior Accommodation for First-class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., *General Managers.*

Hongkong, August 7, 1900. 1685

CHINA NAVIGATION COMPANY, LIMITED.

FOR MOJI.

THE Company's Steamship NINGPO, Captain PHILLIPS, will be despatched as above on FRIDAY, the 10th Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 6, 1900. 1682

NAVIGAZIONE GENERALE ITALIANA.

(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship BORMIDA, Captain SARTORIO, will be despatched as above on SATURDAY, the 11th Instant, at 5 p.m.

At BOMBAY the Steamer is discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., *Agents.*

Hongkong August 7, 1900. 1692

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

(Taking Cargo at LONDON Rates).

THE Company's Steamship SARPEDON, Captain CETER, will be despatched as above on MONDAY, the 13th August.

For Freight apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 9, 1900. 1521

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship CHANGSHA, Captain MOORE, will be despatched on WEDNESDAY, the 15th August, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for Return by the Steamers of the Eastern and Australian S. S. Co., and *vice versâ.*

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, July 21, 1900. 1581

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship SUNGKIANG, Captain MOORE, will be despatched on FRIDAY, the 17th Inst., at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

A duly-qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 8, 1900. 1634

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship TSINAN, Captain ANDERSON, will be despatched on MONDAY, the 20th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, July 30, 1900. 1639

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship ANPING MARU, Captain S. ATSUMI, will be despatched for the above Ports, on WEDNESDAY, the 22nd August, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, *Agents.*

Hongkong, August 8, 1900. 1693

CHINA NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA.

THE Company's Steamship SHANTUNG, Captain QUAIL, will be despatched as above on MONDAY, the 3rd September.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 8, 1900. 1681

Shipping.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship MENMUIR, Captain R. W. ALMOND, will be despatched as above on FRIDAY, the 10th Instant, at 5 p.m.

The Attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., *General Managers.*

Hongkong, August 7, 1900. 1684

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

THE Company's Steamship "TARTAR," Captain G. D. POWLES, R.N.R., will leave Hongkong on or about WEDNESDAY, (Daylight), the 15th August, 1900, For VANCOUVER and VICTORIA, B.C., (VIA INLAND SEA, KOBE and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight and Passage, apply to D. E. BROWN, General Agent, Hongkong.

Hongkong, August 8, 1900. 1587

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship RICHMOND CASTLE will be despatched for the above Port on or about the 20th August, and will be followed by the Steamship MARIA DE LARRINAGA.

For Freight, apply to DODWELL & Co., Ld., *Agents.*

Hongkong, August 3, 1900. 1587

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *VIA* SUEZ CANAL.

THE Company's Steamship RHIPEUS, will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, July 13, 1900. 1522

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship INDRAVELLI, Captain W. E. CRAVES, will be despatched as above on or about the 24th August.

For Freight, apply to JARDINE, MATHESON & Co., *Agents.*

Hongkong, July 20, 1900. 1570

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship PROMETHEUS, Captain DAY, will be despatched as above on TUESDAY, the 4th September.

For Freight, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, July 27, 1900. 1623

Mails

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *MALTA*, Captain F. J. COLE, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 18th August, 1900, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, *Acting Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, August 4, 1900. 1673

A WONDERFUL MEDICINE.

BEECHAM'S PILLS

are universally admitted to be Worth a Guinea a Box.

FOR BILIOUS AND NERVOUS DISORDERS, Sick Headache, Loss of Appetite, Scurvy and Blotches on the Skin, Disturbed Sleep, &c.

For females of all ages they are invaluable

The 1/1½d. boxes contain 56 Pills. Price, 50 Cents a Box.

Prepared only by the Proprietor, THOMAS BEECHAM, St. Helen's, England.

Sole Agents for Hongkong and China:—WATKINS & Co., 66, Queen's Road.

Mails.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
S'HAI & JAPAN..	*Shanghai*	A. F. STREET	About 10th August.
MARSEILLES & LONDON	*Rosetta* †	G. W. BARRY	About 14th August.
SHANGHAI	*Parramatta*	A. SYMONS	About 17th August.
LONDON, &c.	*Malta* *	F. J. COLE	Aug. 18th August.
YOKOHAMA, Via N'SAKI & KOBE.	*Rosetta* †	C. C. TALBOT, R.N.R.	About 18th August.
LONDON	*Java*	G. W. GORDON, R.N.R.	About 6th Sept.

* See Special Advertisement. † Passing through the Inland Sea. ‡ For Freight only.

For Freight or passage, and further Particulars, apply to A. M. MARSHALL, *Acting Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, August 4, 1900. 979

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN SUEZ, PORT SAID, NAPLES, GENOA ANTWERP, BREMEN HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO AND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
KONIG ALBERT	THURSDAY, 9th August.
WEIMAR	THURSDAY, 23rd August.
PRINZ HEINRICH	THURSDAY, 6th September
PREUSSEN	THURSDAY, 20th September.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 3rd October.
SACHSEN	WEDNESDAY, 17th October.
OLDENBURG	WEDNESDAY, 31st October.
BAYERN	WEDNESDAY, 14th November.
STUTTGART	WEDNESDAY, 28th November
KONIG ALBERT	WEDNESDAY, 12th December.
PRINZ HEINRICH	WEDNESDAY, 26th December.

ON THURSDAY, the 9th day of August, 1900, at Noon, the Steamship KONIG ALBERT, of the NORDDEUTSCHER LLOYD, Captain O. CUPPERS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 7th August, Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 8th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 8th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

1631 **Melchers & Co., *Agents.***

U. S. MAIL LINE.

Pacific Mail Steamship Company.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro, (via S'hai, Nagasaki, Kobe, Inland Sea, Y'hama and H'lulu).	SATURDAY, Aug. 25, at Noon.
City of Peking, (via Shanghai, Nagasaki, Kobe, Inland Sea, Y'hama and H'lulu).	TUESDAY, Sept. 18, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu,	SATURDAY, Oct. 13, at Noon.

THE U. S. Steamship *City of Rio de Janeiro* will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 25th August, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 14 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

A. C. L. GORHAM, *Acting Agent.*

Hongkong, August 4, 1900. 1646

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.

CHINA MAIL Office.

Occidental and Oriental Steamship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Amoy, S'hai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Saturday, Sept. 1, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Thursday, Sept. 27, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Tuesday, October 23, at Noon.

THE Co.'s Steamship *COPTIC* will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 1st Sept., at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route.*

Through Passengers Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, *Acting Agent.*

Hongkong, August 7, 1900. 1693

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship CHANGSHA, Captain MOORE, will be despatched as above on WEDNESDAY, the 15th August, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines.

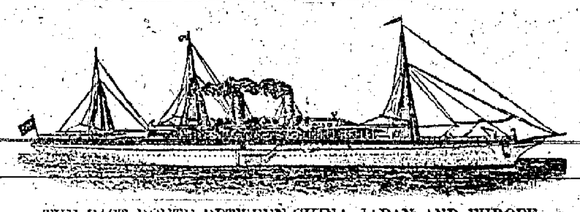
A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, July 5, 1900. 1608

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY—SPEED—PUNCTUALITY.

Twin-Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 29th Aug./1900
EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R. ... WEDNESDAY, 26th Sept./1900
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R...WEDNESDAY, 24th Oct./1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,* PEDDER STREET.

Hongkong, August 9, 1900. 1690

HAMBURG-AMERIKA LINIE (FREIGHT SERVICE). NORDDEUTSCHER LLOYD. (FREIGHT SERVICE)

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LIEGE, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.	
S. S. *MARBURG*, Capt. V. BINZER,	HAVRE and HAMBURG. (London with transhipment in H'burg).	About 12th Sept.	Freight.
* S. S. *SIBERIA*, Capt. BRAUN,	HAVRE & HAMBURG. (L'don, with transhipment in H'burg)	About 20th Sept.	Freight & Passage.
S. S. *SAXONIA*, Capt. JIEGE,	HAVRE & HAMBURG. (L'don with transhipment in H'burg).	About 30th Sept.	Freight.
S. S. *SERRIA*, Capt. SACHS,	HAVRE and HAMBURG. (London with transhipment in H'burg).	About 12th October.	Freight.

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

Carlowitz & Co., *Agents.*

Hongkong, July 26, 1900. 784

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

***Via* Shanghai, Inland Sea of Japan, Kobe and Yokohama.**

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH **Northern Pacific Railway Co.**

Steamer.	*Tons*	*Captain.*	*Proposed Sailing.*
Ecuadorian	3567	G. E. Elliott	Aug. 13
Olympia	2837	J. Truebridge	Sept. 1
Glenogle	3750	W. Frakes	Sept. 11
...	...	...	...

FOR PORTLAND, OREGON, IN CONNECTION WITH **Oregon Railroad & Navigation Co.**

Steamer	*Tons*	*Captain*	*Proposed Sailing.*
Braemar	3601	W. Watt	Aug. 25
Arnfjeld	2907	W. S. Thomson	Sept. 20
Mowhirse	2872	T. Kennedy	Oct. 20
...	...	...	...

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. Doctor and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL Park route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, £28.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYEA and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK £65.10.0.

This rate covers the ocean voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Cinnabar and return, Sleeping and Dining Car accommodation Tacoma or Portland to Livingston and return, and Stage Coach transportation Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, *General Agents.*

Hongkong, August 7, 1900. 422

NIPPON YUSEN KAISHA,

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations.	Sailing Dates.
WAKASA MARU, J. B. MACMILLAN,	MARSEILLES, LONDON, ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 10th Aug., at Daylight.
HIROSHIMA MARU, S. YOSHIZAWA,	MOJI, KOKE & YOKOHAMA.	TUESDAY, 14th Aug., at Daylight.
KANAGAWA MARU, J. MACKENZIE,	MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 24th Aug., at Daylight.
KASUGA MARU, E. WILSON HASWELL,	SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE.	FRIDAY, 24th Aug., at 4 p.m.
FUTAMI MARU, J. THOM,	NAGASAKI, KOBE & YOKOHAMA.	SATURDAY, 25th Aug., at Noon.
* *RIOJUN MARU*, J. W. EKSTRAND,	VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, KOBE & YOKOHAMA.	MONDAY, 27th Aug., at 4 p.m.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building 1st Floor Chater Road.

A. S. Mihara, *Manager.*

Hongkong, August 6, 1900. 977